

3-20

COMMANDER AIR FORCE -
UNITED STATES PACIFIC FLEET
U. S. NAVAL AIR STATION, NORTH ISLAND
SAN DIEGO, CALIFORNIA

4/8 IBM
IN REPLY REFER TO:

FF4-1/ A25

SERIAL NO.:

80/

6128

MAY - 5 1955

THIRD ENDORSEMENT on VF-121 AAR ser 3-55 of 31 March 1955 concerning F9F-8
BuNo 131131 aircraft accident occurring 20 March 1955, pilot ALLEN

From: Commander Air Force, Pacific Fleet
To: Chief of Naval Operations (OP-57)
Via: Director, U.S. Naval Aviation Safety Center

Subj: VF-121 aircraft accident occurring 20 March 1955

1. Forwarded, concurring in general with the conclusions and recommendations of the Aircraft Accident Board.

(b) (5)

J. M. Carson

J. M. CARSON
Chief of Staff

Copy to:
HUAER (2)
CINCPACFLT
COMCARAIRGRU-12
CO, VF-121
BAR, BETHPAGE

ORIGINAL

CVG-12/A25
WLL:vac
Ser: 101

APR 5 1955

SECOND ENDORSEMENT on VF-121 AAR ser 3-55 of 20 Mar 1955, concerning
F9F-8, BuNo. 131131

From: Commander, Carrier Air Group TWELVE
To: Chief of Naval Operations (OP-57)
Via: (1) Commander Air Force, Pacific Fleet
(2) Officer-in-Charge, U.S. Naval Aviation Safety Activity

Subj: Aircraft Accident Report; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of
the Aircraft Accident Board and the comments of the FIRST ENDORSEMENT.

C. N. Conatser
C. N. CONATSER

Copy to:
BUAER
CINCPACFLT
NAVAVSFACT
COMAIRPAC
BAR BETHPAGE
CO, VF-121

11519

2

ORIGINAL

ORIGINAL

FF12/VF121/dcw

P22

Serial: 826

MAR 31 1955

FIRST ENDORSEMENT on Fighter Squadron ONE TWENTY ONE AAR ser
3-55 of 20 March 1955 concerning F9F-8 BuNo 131131

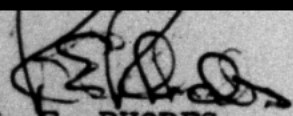
From: Commanding Officer, Fighter Squadron ONE TWENTY ONE
To: Chief of Naval Operations (Op-57)

Via: (1) Commander Carrier Air Group TWELVE
(2) Commander Air Force, U.S. Pacific Fleet
(3) Officer In Charge, U.S. Naval Aviation Safety
Activity

Subj: Aircraft Accident Report; forwarding of

1. Forwarded concurring in the conclusions and recommendations
of the Aircraft Accident Board.

(b) (5)


R. E. RHODES

Copy to:
BUAER
CINCPACFLT
U.S. NAVSAFAC
COMAIRPAC
BAR BETHPAGE

THE AIRCRAFT ACCIDENT BOARD SHALL SUBMIT THIS REPORT TO THE C.O. OF THE ACTIVITY
 CONDUCTING THE INVESTIGATION. IT SHALL THEN BE FORWARDED BY THE C.O. IN ACCORDANCE WITH CURRENT AAR INSTRUCTION.

1. DATE OF ACCIDENT: 20 March 1955
 2. MODEL A/C: F9F-8
 3. CHECK DAMAGE TO A/C: ☒ A ☐ B ☐ C ☐ D ☐ E
 4. NAME OF UNIT OPERATING THE A/C: FITRON 121; NAS Miramar, San Diego, Calif.
 5. LOCATION OF ACCIDENT: Brg 296°T, 20 miles from James Connally AFB
 6. PERSONNEL INVOLVED: George W. ALLEN, Ens., 1 (b) (6), A

7. ACTIVITY SUBMITTING REPORT: FITRON 121
 8. REPORTING CUSTODIAN OF A/C: 3-55
 9. OPERATIONAL CHAIN OF COMMAND: CVG-12, ComairPac
 10. UNIT TO WHICH OPERATOR ATTACHED: FITRON 121

11. FULL NAME, RANK, SERVICE, FILE NO. (Last person in command first): George W. ALLEN, Ens., 1 (b) (6), A

12. AGE: 22
 13. BILLET: Pilot
 14. POSITION: Cockpit
 15. INJURY: A

16. PILOT EXPERIENCE: TOTAL ALL MODELS: 186.3, TOTAL THIS MODEL: 131.8, LAST 12 MONTHS ALL MODELS: 295.7, LAST 3 MONTHS ALL MODELS: 101.5, LAST 3 MONTHS THIS MODEL: 101.5, INSTRUMENT RATED: Std., Yes/
 17. PILOT'S AGE: 22
 18. DATE DESIGNATE: 30 Aug. 1955
 19. TIME IN FLIGHT: 1 plus .29

20. PURPOSE OF FLIGHT: Replacement Cost \$350,000
 21. TYPE OF ACCIDENT: Collision with Ground
 22. WEATHER: ☐ VFR ☒ IFR
 23. CEILING: 600 ft.
 24. VISIBILITY: 1/2 mile
 25. DARKNESS: ☐ YES ☒ NO
 26. CLEARANCE ISSUED: IFR
 27. ALTITUDE ON IMPACT: 80° Nose Down
 28. ANGLE OF IMPACT: 80°
 29. STOPPING DISTANCE: 8 ft.
 30. SPEED ON IMPACT: 500 kts
 31. DIS FIRE FOLLOW UP IMPACT: ☒ YES ☐ NO

32. AIRCRAFT AND ENGINE DATA (Fill in all data in every case of material failure of malfunction, actual or suspected)

ISTORY	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NUMBER OF OVERHAULS	FLT HOURS SINCE OVERHAUL	FLT HOURS SINCE ACCEPTANCE	TYPE OF CHECK LIST PERFORMED	FLT HOURS SINCE CHECK	NO. DAYS SINCE CHECK
ACRAFT	1	1	0	---	115.2	1st Major	15.1	13
ENGINE 1	148-PA	118152	0	---	152.2	1st Major	15.1	13
ENGINE 2								
ENGINE 3								
ENGINE 4								

33. HAS THIS A/C BEEN DAMAGED IN PREVIOUS ACCIDENT(S) DURING PRESENT SERVICE TOUR: ☐ YES ☒ NO
 34. DATE OF PREVIOUS ACCIDENT:
 35. SERIAL NUMBER ON THIS ACCIDENT:
 36. SERIAL NUMBER ON PREVIOUS ACCIDENT:
 37. ENCLOSURES AND DISTRIBUTION CHECK OFF LIST.

37. ENCLOSURES AND DISTRIBUTION CHECK OFF LIST.

CHECK	ENCLOSURES	CHECK NO.	DISTRIBUTION BY COMMANDING OFF.
<input checked="" type="checkbox"/>	PILOT	✓	ORIG CNO (OPS) VIA CHN. OF COMD.
<input type="checkbox"/>	LEO	✓	NAVAVSACFT DIRECT
<input type="checkbox"/>	ENS. OFF.	✓	BUAER DIRECT
<input type="checkbox"/>	OST. OFF.		CHECK AND LIST OTHERS AS REQUIRED
<input type="checkbox"/>	INVESTIG.	1cc	COMAIRPAC (DIRECT)
<input type="checkbox"/>	OTHER	1cc	BAR Bethpage (Direct)
<input type="checkbox"/>	PROSECUTOR	1cc	CVG-12
<input type="checkbox"/>	REPORT	3cc	VFA121 File
<input type="checkbox"/>	REPORT	1cc	CINCPACFLT

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 31 APR 55

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29. The Accident.

At 1635 CST on 20 March 1955, Ensign George W. ALLEN departed Naval Air Station, Kingsville, Texas, on a cross-country training flight to Clovis Air Force Base, New Mexico. Final destination was Naval Air Station Miramar, San Diego, California.

Ensign ALLEN was flying wing position in a two plane formation. Flight leader was LTJG E. S. STOLLE. In accordance with squadron instructions the flight was planned and filed Instrument Flight Rules. The flight clearance was: Direct Alice, Amber 4 Kelly, Blue 30 Lubbock, Direct Clovis, Climb to and maintain 35,000 feet, and enter all control areas at least 1000 feet on top. At approximately 1652 and in the vicinity of San Antonio, Texas, the flight became separated.

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At 1725 Ensign ALLEN made a blind call on 255.4 MCS advising that he was lost and requesting a steer to Big Springs. Two radio received his transmission and advised him to contact James Connally Tower for a DF steer. At 1750 Connally Tower had Ensign ALLEN in Navy Jet 1131 over the field at 43,000 feet. Ensign ALLEN reported 35 minutes fuel remaining and requested a DF penetration and GCA approach to James Connally AFB. At 1755 Navy Jet 1131 was cleared to descend to not below 3,000 feet on an outbound bearing of 340 degrees and to maintain 3000 feet until picked up by GCA. At 1802 Ensign ALLEN reported to Connally that he was leaving 33,000. This was the last contact Connally had with Navy Jet 1131. Connally radar storm detection equipment showed heavy thunderstorm activity in the area North-West of Connally Field. The aircraft collided with the ground at an estimated 80 degree dive angle on a heading of 045 degrees magnetic and at a speed estimated at over 500 knots.

30. The Damage.

On impact, parts of the aircraft penetrated the ground for a depth of approximately eight feet. An explosion and flash fire immediately followed. The force of impact and explosion completely demolished the aircraft and caused debris to be scattered over an area of about four hundred (400) yards, extending generally on a heading of 045 degrees.

31. The Investigation.

The accident investigation party arrived at the scene of the crash at approximately 1330 CST on 22 March 1955. Until this

time no parts of the aircraft had been removed. Examination of the wreckage revealed the aircraft struck the ground in approximately an 80 degree dive, heading 045, at an estimated speed of over 500 knots.

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All statements withheld
under exemption (b)(5).

Aviation Weather Observations Pertinent to the Crash of F9F-8
BuNo 131131 on 20 March 1955.

Excerpts from Aviation Hourly Weather Observations as received on circuit 8009 from circuit #8 via Fort Worth, Texas:

Sunday 20 March 1955 FTW relay of observations made at 1630 CST
ACT M33 overcast 10 TRW- 014/64/62 north 10/957/RWB58 T W MOVG S/
SAT S10 30 scattered E250 broken 12 TRV- 990/82/64 east 7/951/
PRESFR TRW W MOVG E LTNG W
AUS 30 scattered E140 overcast 12 010/80/67 south 11/958 BINOVG
SE 201625C SD13 LINE SLD MDT TO STG INCRG XTNDS FM 80/N TO
60/NW TO 70/N TO 120NNE ORNTD NE-SW 12 W. SLD STG INCRG
SW/70 IA 70 MOVG RPDLY FM SW. PROKE OFF FM LINE DURG LAST
HR.
SJT 60 scattered 70 scattered 30 007/79/33 west-southwest 20
gusts to 30/961 CB DSNT SE
DAL E 80 broken 15 020/63/61 south 6/959
CRP 100 scattered E250 overcast 10 004/78/70 south-southeast
30 gusts to 37/954
ALI 120 scattered 250 scattered 10 997/90/68 south-southeast
17/952/CB TOP NW
LBB -X 90 scattered 6 BD 000/66/28 west-southwest 29 gusts to
46/960/D1

Sunday 20 March 1955 FTW relay of observations made at 1730 CST
ACT S19 M7 overcast 1 TRV heavy 020/62/62 west-southwest 10/959/
T OVHD LTGIC
SAT S16 30 scattered E250 overcast 10 003/67/63 northeast 15/
956/PRJMP 18/1625C/45 RW NE-SE SD 20 1705C PPINO
AUS 30 scattered E 95 overcast 12 RW- 024/76/68 south-southeast
9/961 RWB 02 201725C SD15 LINE SLD MDT TO STG NO CHG XTNDS
FM 40/N TO 60/N TO 120/NNE 15 WIDE MOVG SLOWLY FM NW. SLD
STG NO CHG 40/S DIA30 MOVG FM S. 35MPH. HAIL REPORTED
SJT clear 30 000/77/35 west-northwest 16 gusts to 25/959/FET CU
CRP 11 scattered 100 scattered 300 scattered 10 004/77/71 south-
southeast 27 gusts to 35/954
ALI 250 scattered 8 997/87/70 south-southeast 15 gusts to 20/95
LBB clear 8 997/66/28 west-southwest 24 gusts to 35/959

Sunday 20 March 1955 FTW relay of observations made at 1830 CST
ACT S21 M17 broken 50 overcast 3 TRW- 034/63/62 south-southwest
10/963/T S PRESRR
SAT 30 scattered 60 scattered E250 broken 10 010/67/64 northeast
16/958/CB SE TRG CU N-SW RW SE
AUG E100 overcast 12 RW-- 017/74/69 south-southeast 16/959 BINOVG
NW CB DSNT N
SJT clear 30 000/76/36 west-northwest 16 gusts to 25/959/FET CU
CRP S8 M8 broken 10 006/75/72 south-southeast 30/955
LBB clear 8 000/64/26 west-southwest 30 gusts to 37/960/24567

Certified to be a true statement of excerpts of Sequence Weather
Reports as received over Circuit 8009.

(b) (5), (b) (6)

DEPARTMENT OF COMMERCE - CIVIL AERONAUTICS ADMINISTRATION
Incident Report Concerning the Crash of F9F-8 BuNo 131131

To: Flying Safety Officer
James Connally AFB, Texas

From: Chief, Waco Combined Facility
PO Box 5128, Parkdale Station
Waco, Texas

Type of Incident: Primary Time of Incident: March 20, 1955 Day Incident Number: ACT-CS/T-59

Agency/Aircraft Identification:

Navy Jet 1131

Name(s) of Personnel or Pilot:

Unknown at this facility

Summary of incident:

17250 Navy jet 1131 called Waco Radio on 255.4 mc, advised lost from his formation, requested DF stool to Big Springs. Waco Radio advised Navy jet 1131 contact Connally Tower for Connally DF.

17500 Connally Tower advised they had Navy Jet 1131 over Connally requesting DF approach, GCA to Connally, 35 minutes fuel remaining.

Traffic: T-29 holding over Waco omni at 4000, awaiting GCA to Connally FTW ARTC advised traffic over Sky Ranch, 3000 climbing to 5000 after passing Sky Ranch.

17550 T-29 cleared for omni approach to Waco Municipal. With existing ceiling and unknown position and track of V1131, this would remove T-29 from position of hazard with respect to V1131. T-29 landed 1802C.

17550 Connally Tower given clearance for V1131 to descend on westerly heading to maintain 3000 foot until GCA had radar contact east of either range. 3000 foot restriction to provide safe altitude in west quadrant of ACT LF range and separation from T-29 at 2000 foot in omni approach. No altitude information on V1131, except that cruise altitude of jets is 20,000 foot and up.

1802 Connally Tower advised that they had lost radio contact with V1131. Last report received was V1131 leaving 33,000.

1815 Connally Tower reported a flight of 3 T-33s over field near a lake in vicinity of Waco, sighted Navy jet on ramp and were landing immediately account fuel shortage.

Waco Facility alerted Texas State Highway Patrol to check field at McGregor. At 1900C Connally Optns reported to us that a Navy jet had crashed 5 miles north of Valley Mills, pilot killed.

(The 3 T-33s landed at Honsley 1827C) 2100C Texas State Highway Patrol reported that crashed airplane was Navy Panther jet, identification numerals illegible.

REMARKS:

Waco Weather: 1755C 800 scd; 1200 ovc, 1 mile, TSTM HVY RAIN
SHOWERS

1830C Measured 1700 BKN 5000 OVC, 3 miles, TSTM
HW- temp 63, dew point 62, wind SSW 10 knots, Alt
imeter 2993, TSTM SOUTH PRFSRR.

MARCH 21, 1955

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Certified to be a true copy of information contained on CAM
Incident Report Form ACA-304A Incident Number ACT-CS/T-59

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[illegible]